

Looking Ahead – May 2005

Bridge Site

West-half roadway widening (north side):

- Complete overhang demolition
- Begin crossbeam extensions on draw span pontoons

West-half approach span work:

- Complete Pier 2 crossbeam

East-half approach span work:

- Set girders for approach spans 5 and 6
- Complete end diaphragms on Piers 7 through 10
- Form deck for spans 7, 8, and 9
- Complete crossbeam 4
- Erect falsework tower for Pier 5
- Erect roll-off falsework

Anchor Cable Replacement

- Delivery of anchor cables
- Begin placement of cables

Graving Dock Site

- Select site
- Negotiate contract changes with Kiewit-General

Public Information

- Announce three-day closure preferred dates
- Complete detour map
- Distribute speaker's bureau postcard and closure advisory letter
- Hold presentation for Port Ludlow Village Council



This report highlights updated information regarding the Hood Canal Bridge Project. Additional information may be obtained from WSDOT's Olympic Region Communications Office at (360) 357-2789.

For more information about the Hood Canal Bridge Project, visit the HCB web site:
www.hoodcanalbridge.com

New Faces, New Places – Hood Canal Bridge Project Team

John Wynands, *Chief Engineer, Hood Canal Bridge Team*



John Wynands joined Washington State Department of Transportation (WSDOT) in 1985 after graduating from the University of Washington. John's 20 years of experience in design, consultant administration and construction of WSDOT projects is a great asset to the Hood Canal Bridge Team, particularly his work with the I-90 floating bridges.

Traveling is a favorite activity for John and his wife, Linda. John immigrated to the U.S. from Montreal, Canada, and hasn't stopped exploring. He spent three years working on an Alaskan cruise ship, traveled to Europe and Mexico and just returned from a long weekend in Las Vegas. John will go almost anywhere, as long as there is a good golf course at the end of his travels. At home, John and Linda enjoy their two cats, gardening and cooking.

Project Responsibilities: Overall engineering management for Hood Canal Bridge project design and construction. Questions? wynandsj@wsdot.wa.gov or (360) 704-6309.

Dewayne Matlock, *Design Coordinator, Hood Canal Bridge Team*



Dewayne found his way to WSDOT almost 15 years ago. He has gained experience in materials testing and surveying, inspecting, designing and constructing projects.

Dewayne is ready to meet the challenges of the Hood Canal Bridge contract just like he has met the challenges of climbing most of the major mountain peaks in the northwest. When Dewayne isn't climbing mountains (literally or figuratively) he might be golfing, biking or spending time with his wife, Lori Anne, and his two sons, Tyler (9) and Trevor (5).

Project Responsibilities: Coordination of contract updates and closure mitigation planning. Questions? matlode@wsdot.wa.gov or (360) 704-6304.

For more information, contact:

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(L to R) Nighttime girder placement on temporary falsework for new east approach span. West approach span column construction. Demolition of existing north side west-half bridge deck.

Hood Canal Bridge Retrofit and East Half Replacement Project

WEST-HALF WIDENING COMPLETION: 2005

EAST-HALF REPLACEMENT COMPLETION GOAL: 2009

April 2005



Delivery of Hilman rollers, April 2005

Roll On ... and Off

The Hilman Rollers are the magic behind moving the new east and west approach spans for the Hood Canal Bridge. These rollers are high capacity, low friction, low profile and easy to control. In a few short days, they will slowly move millions of pounds of concrete and steel.

The rollers operate based on the principle of the recirculating chain — like a chain on a bicycle. This chain is constructed with a series of connected cylinders that recirculate around a central plate. The weight of the approach spans rests on the frame as the rollers slowly move around and around, inching the approach spans into place.



Installation of Hilman roller on new east approach span

Source: www.hilmanrollers.com


Hilman Rollers are amazingly adaptable. They are equally functional right-side-up, upside-down, or vertically. Since 1953, they have been used in numerous industries, including oil and gas exploration, bridge building, heavy construction, ship building, research equipment, structural moving, power generation and manufactured housing.

Bridge Facts

- The new west approach span is 190 feet long and weighs 2.2 million pounds (1,110 tons).
- Only four 300-ton rollers are required to move the new west approach span into place.
- Eight 500-ton rollers and four 300-ton rollers are needed to roll the 7.6 million pound (3,810 ton) east approach span.
- Moving the 640-foot east approach span will be the equivalent in weight to moving more than 100 gray whales or 500 male African elephants.


Work at the Bridge

East Approach




4/18

Started rebar placement for crossbeam at Pier 4




4/20

Completed Crossbeam 5




4/20

Set girders Span 9




4/21

Set girders Span 8




4/22

Set girders Span 7




4/22

Completed endwall at Pier 10




4/29

Completed intermediate diaphragms in span 9



4/29

Roll-off falsework delivered to site



4/29

All roll-on falsework towers erected except Pier 5

West-half Roadway Widening



4/21

Cut and removed all existing traffic barrier



4/29

Demolished the overhang on the north side



4/30


West-half roadway widening

West Approach



4/7

Completed excavation for Pier 1 crossbeam



4/29

Placed 95 percent of the reinforcing bars for Pier 1 crossbeam.



4/30

Began forming Pier 1 crossbeam

Financial Picture

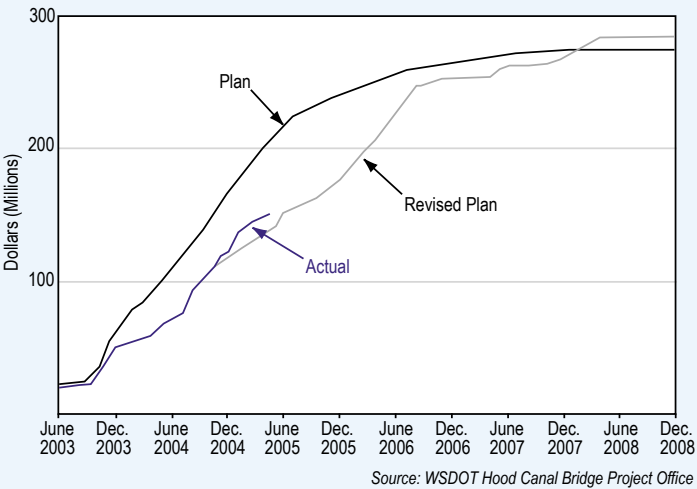
Project Cost Summary

Expenditures as of March 2005 (in millions)

Project Cost Summary	Budgeted	Expended
Preliminary Engineering	\$ 12.4	\$ 12.2
Right-of-Way	7.7	6.9
Construction	271.9	130.5
Total	\$292.0	\$149.6

Planned vs. Actual Expenditures

(Total Project Cost)



Three-day Closures – Public Outreach

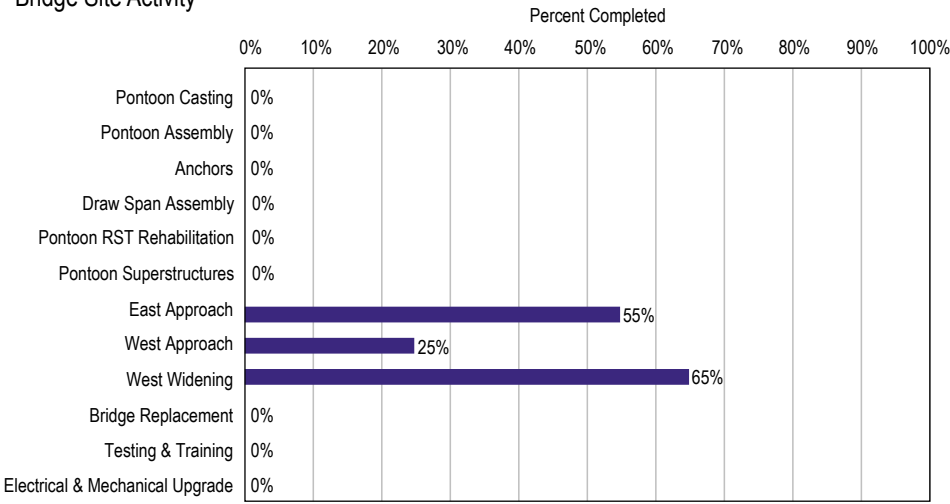
More than 800 comments were collected through e-mail comments, three-day closure questionnaires and a phone survey regarding preferred closure dates for the Hood Canal Bridge. WSDOT is using this information, Washington State Ferries capacity reports and 1998 Origin & Destination Study to guide the decision making process. A recommendation regarding preferred closure dates will be presented to the Hood Canal Bridge Project Director on May 10, 2005.

In April, WSDOT and the following organizations and publications worked together to help spread the word about the closures.

- 48 Degrees North magazine
- AAA Western Journey magazine
- Northwest Outdoors magazine
- Northwest Travel magazine
- Northwest Yachting magazine
- Olympic Peninsula Joint Marketing Cooperative
- Oregonian
- RV Journal
- RV Life magazine
- Seattle Times
- Sunset magazine
- Trailer Life magazine
- Washington Parks and Recreation Department
- Washington State Ferries
- Washington State Tourism
- Western Washington Vacation Guide

Project Site Completion Status

Bridge Site Activity



West approach span work



East approach span work